

SOME ADVICE ON THE EARLY TOUR

Expert Discusses Road Conditions and Tells Where One May Drive.

One of the most vexing problems confronting the metropolitan motorist during the early spring is where to tour with a reasonable assurance of finding good hard surfaced roads. Unimproved dirt roads at this season should be sedulously avoided because even though the frost is out of the ground, every rain converts such roads into temporary quagmires. Even the macadam roads present some difficulties owing to the action of the frost and water in undermining the foundation and causing temporary bucklings and settlements. These stretches are usually short in extent, however, and danger may be overcome by careful driving.

According to the touring bureau of the American Automobile Association at 501 Fifth avenue, the number of such places this season is much greater than it has been for several years past, and particular care should be taken by every prospective motorist in laying out his trips, with due regard to present conditions. In general it can be said that the state roads throughout New York have stood the disintegrating influence of the winter much better than did some of the main travelled routes in New Jersey and southern New England. Some repairs are necessary, of course, but all reports indicate that roads in that region will be put in better condition for the summer's traffic much earlier than is the case elsewhere. Even now it is possible to travel over such roads as the Albany Post Road, the Liberty Highway to Binghamton, and the so-called Harlem Valley route to the Berkshires with only a slight amount of discomfort and delay. The southern tier route from Binghamton across New York State via Elmira, Hornell, Olean and Jamestown to Erie is nearly all hard surfaced and in good condition. The same is true along the trunk line from Albany to Buffalo via Utica and Syracuse, as well as on the main route leading north into the Adirondacks via Saratoga and Lake George. All trunk lines in the vicinity of Watertown have withstood the winter very successfully, so that it may be stated unreservedly that New York State is already in position to welcome tourists from other sections.

ONE OF THE STRIKE LESSONS.

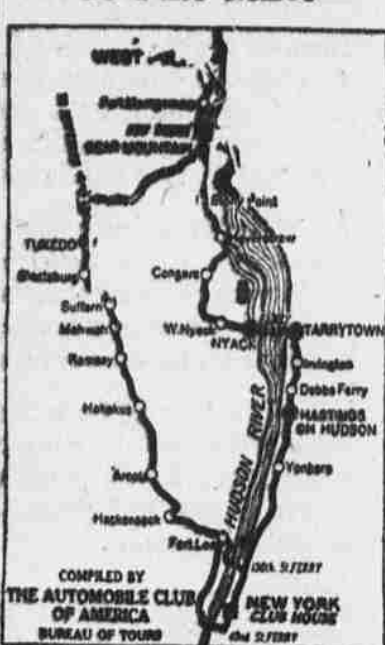
The food shortage in New York city caused by the striking railroad men and longshoremen brings to the fore once more the pressing need of hurrying the work of the Joint Tunnel Commission for New York and New Jersey, and the probable necessity, within a few years, of the construction of a bridge over the Hudson. C. H. Larson, president of the New York Oldsmobile Company, has been one of the most earnest advocates of both projects, and he is now waging a campaign to hasten the beginning of the actual work on the tunnel.

Defies Spring Flood.



This unusual photograph of an Essex car being driven through nineteen inches of water at Smithtown, L. I., shows the protection closed radiator shutters will give an engine.

80 Fine Miles



The bureau of tours of the Automobile Club of America outlines a most delightful short run of about eighty miles through picturesque towns and villages, including a pretty drive skirting the west shore of the Hudson to Bear Mountain. From Columbus Circle run north on Broadway to Yonkers. Riverside Drive also can be used from Seventy-second street. After passing through Getty square continue on Broadway to Hastings or if the motorist wishes a view

of the Hudson take Warburton avenue to Hastings. From there on follow Broadway through Dobbs Ferry and Irvington to Tarrytown. At large brick school on right turn left into Central avenue, which is a much easier grade than Main street, and continue to ferry, where the Hudson River is crossed to Nyack. From ferry go west on Main street and turn right into Highland avenue and follow

main road around Rockland Lake through Cengage. At a small white church turn sharp right on State road, which is followed through Haverstraw, West Haverstraw, Stony Point and Tomkins Cove to Bear Mountain, where an excellent stop for luncheon can be made at the Inn, which will open about May 15.

The return is made by going west from Bear Mountain over an excellent macadam road to Tuxedo, thence south through Sloansburg, Suffern, Ramsey, Hoboken, Arcola to Hackensack, then across the meadows and through Bogota, Leonia and Fort Lee, crossing on 110th street ferry to New York. The Dyckman street ferry can be used, which is now running, by going from Hackensack through Teaneck and Englewood.

FUELIZER SEEN IN ACTION.

Novel Device Improving Engine Operation Proves Attractive.

One of the most satisfactory things about the exhibition of the fuelizer which was given at the Broadway show-rooms of the Packard Motor Car Company of New York on Thursday, Friday and Saturday, according to Passenger Transportation Manager F. B. Sullivan, was the way in which visitors grasped the idea back of the workings of the device and saw how it accomplishes the things which have been claimed for it.

"It is comparatively easy for the motorist to understand the principle on which the simple device works," said Mr. Sullivan. "It can be easily seen that by adding a certain amount of hot gas to a cold gas the temperature of the latter will be raised. It is a well known fact that a hot gas will explode more completely than a cold one, and that if the mixture which enters the cylinders is heated to the right temperature it will explode completely. Complete combustion means that there will be no carbon or other deposits left in the cylinders.

Fourteen Years' Experience

POWER, power and plenty of power is needed in the truck of today. Power for grades—power for soft roads and fields—power for body mechanical devices.

Kissel builds his own motor to meet all trucking requirements. That's why Kissel Trucks are never shy on power.

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He Sings Its Praises.



Just because Reinald Werrenrath, the well known singer, is a close friend of William J. Coghlan, president of the Moon Motor Car Company of New York, he recently had the latter design him a special coupe. It had to be very special. Coghlan saw that it was. The happy

Werrenrath is shown leaning affectionately on his car. The modest designer is inside the car.

This special creation is upholstered in blue moiré leather, with interior decorations to match. The disc wheels are finished in marine blue and the metal parts are nickel-plated.

BETHLEHEM

Our responsibility to a Bethlehem Motor Truck exists through every day of its long life.

We have invested hundreds of thousands of dollars in New York Service to back Bethlehem Performance.

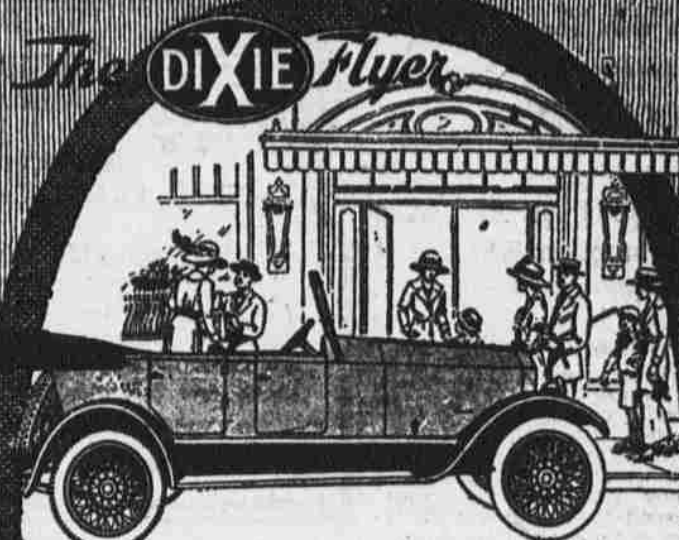
GRAHAM BROS. SALES CO.
W. O. CRABTREE, President
1890 Broadway New York City

BETHLEHEM
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MOTOR TRUCKS

THE BEST STRIKE BREAKERS

Arriving in this country just in time to note the effect of our railroad strike, N. L. R. Easton of Easton, Lloyd & Co., Ltd., of Birmingham, England, one of the leading automobile men of that country, had a few things to say about the way motor trucks broke the big strike in England. Mr. Easton is the English representative of the Rainier Motor Corporation of this city and is here on a business trip.

"The recent general strike in England was broken up very rapidly, much to the discomfort of the strikers," he said. "There the Government commandeered all trucks for carrying food supplies from the provinces to the cities. This was the first time that the motor truck had an opportunity to demonstrate its ability as a competitor of the railway. The food was carried into the cities much the same way as the railroads were doing it, and there was no shortage of foodstuffs anywhere. This broke up the strike in quick order, much to the surprise of the railway workers."



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The Dixie Flyer is constructed to fulfill this idea.

Those mechanically inclined will be interested to know that The DIXIE FLYER has a Herschell-Spillman 3 1/2 x 5 Motor and is equipped with an Eiseman Magneto.

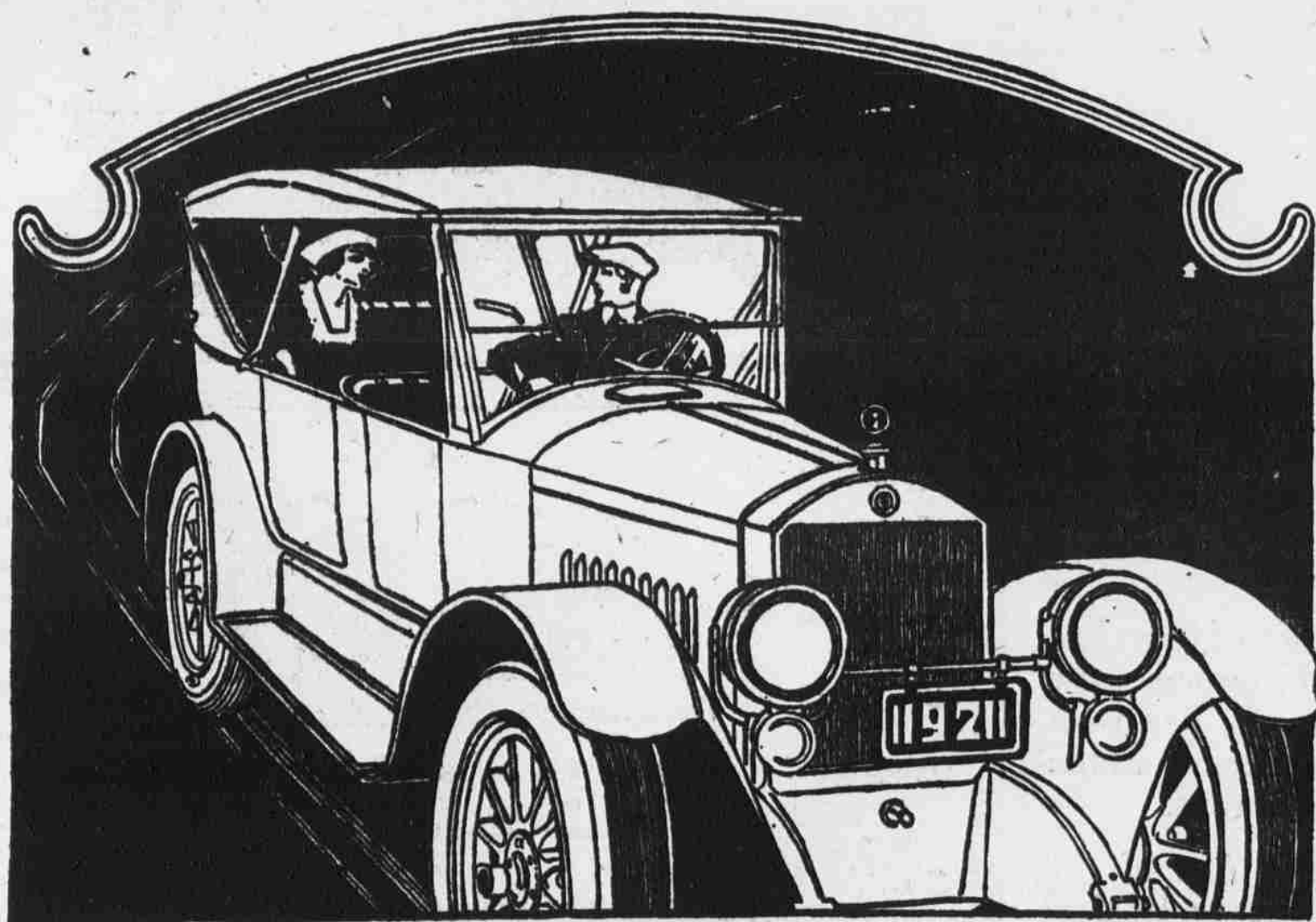
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STANDARD EIGHT

A Powerful Car

THE beautiful lines and luxury of your car please you, but you respect it for its power.

In time you come to love it for what it has done for you, and you depend upon it as you depend upon your friends.

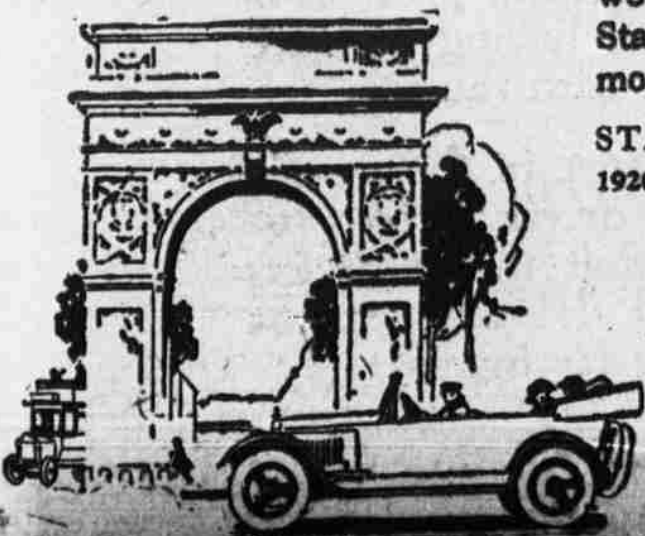
To those men and women to whom a motor car is something more than a machine, we respectfully recommend the Standard Eight. See the new models at our showrooms.

STANDARD STEEL CAR CO.
1920 Broadway New York City



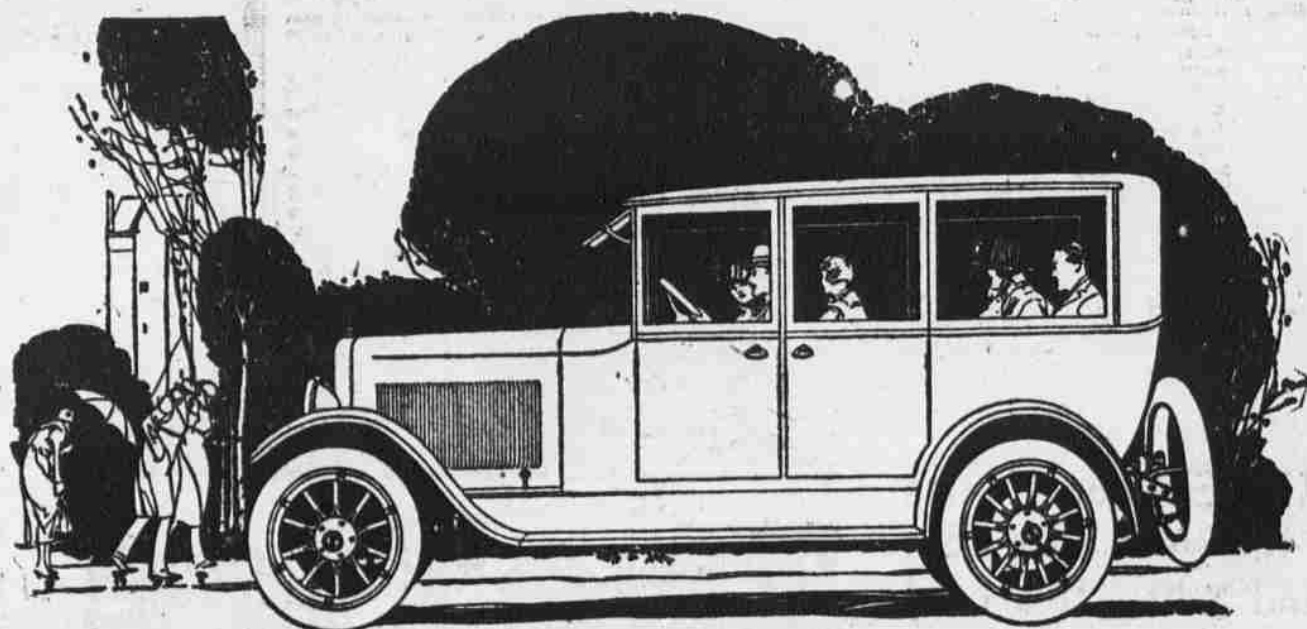
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CHANDLER SIX

Famous For Its Marvelous Motor



Why So Many Prefer The Chandler Six

THE appeal of the handsome Chandler Sedan and Coupe is far-reaching among men and women who are appreciative of the better qualities of motor car design and construction and finish.

The beauty of line and snug comfort and fine upholstery and finish naturally appeal to them in a great degree. But they all appreciate quite as much the ease of driving the Chandler Six, the unusual flexibility of the power of its marvelous motor, simplifying control of the car in traffic and adding no end of pleasure to open-road driving.

The Chandler Sedan, quite the most attractive of sedans, seats seven persons in perfect comfort or five without the use of the folding spring-cushioned chair seats. The Coupe seats three persons in luxurious comfort, or four when the large deep-cushioned auxiliary seat is used.

The Chandler car, in all models, is more fairly priced than any other car of similar quality

SIX SPLENDID BODY TYPES

Seven-Passenger Touring Car, \$1995 Four-Passenger Roadster, \$1995
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